





## Today's Advertisements.

THE GREAT EASTERN & CALEDONIAN GOLD MINING COMPANY, LIMITED.

SHAREHOLDERS are reminded that the EXTRAORDINARY GENERAL MEETING called by Circular to consider the advisability of winding up and Reconstructing the Company and the Passing of certain Resolutions will be held at the Offices of the Company, No. 9, Praya Central, TO-MORROW, the 25th instant, at 11.30 A.M.

LUTGENS, EISENMANN & CO., General Agents.

Hongkong, 24th October, 1899.

EO THEN MARK LODGE, No. 264, A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zoland Street, on TUESDAY, the 31st instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th October, 1899.

CHEAP SALE

WITH

REDUCTION.

JAPANESE CURIOS,

Except

SILK PICTURES

AND

PHOTOES.

DURING 10 DAYS.

Commenced on from the 24th Oct.

D. NOMA.

No. 12, Beaconsfield Arcade,

Opposite the City Hall.

Hongkong, 24th October, 1899.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN."

Captain Davis, will be despatched to the above Ports, on THURSDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIR & Co.,

General Managers.

Hongkong, 24th October, 1899.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLE."

will be despatched for the above port on THURSDAY, the 26th instant, and will be followed by

S.S. "JOHN SANDERSON" to sail about

31st OCTOBER to sail about 15th Nov.

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 24th October, 1899.

THE Company's Steamship

"HAI TAN."

Captain Roach, will be despatched to the above Ports, on FRIDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIR & Co.,

General Managers.

Hongkong, 24th October, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHANGSHIA."

Captain Moore, will be despatched as above on FRIDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 24th October, 1899.

FOR KOBE (DIRECT).

THE Steamship

"DOYO MARU."

Captain Wakatsuki, will be despatched as above on SATURDAY, the 28th instant.

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 24th October, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched on TUESDAY, the 31st instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 24th October, 1899.

## Intimation.

A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

B.—SUPERIOR PALE DRY.

dinner wine. Green Seal

Capsule . . . . . \$10.80

C.—MANZANILLA, PALE

NATURAL SHERRY. White

Capsule . . . . . 12.00

D.—SUPERIOR OLD DRY.

PALE NATURAL SHERRY. Red

Seal Capsule . . . . . 12.00

E.—VERY SUPERIOR OLD

PALE DRY. choice old wine.

White Seal Capsule . . . . . 14.40

F.—EXTRA-SUPERIOR OLD

PALE DRY. very finest quality.

Black Seal Capsule (Old

Bottled) . . . . . 20.40

B. C. and D. are excellent dinner

Wines and suitable for invalids and

delicate stomachs. D and E are

after-dinner Wines of a very superior

vintage. All are true Xeres Wines.

Sample bottles and smaller quantities

will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

BIRTH.

On the 16th inst., at 75, Yamamoto-dori, San-

cho, Kobe, the wife of HARRY CLAPP, of a son.

The Hongkong Telegraph

NOTES AND COMMENTS.

THE TRANSVAAL.

The Reuter's telegrams which we publish

to-day show that our troops are doing good

work in Natal, but they must not be taken,

as many folks appear to be inclined to regard

them, as foreshadowing the speedy beginning

of the end. True, we have captured two Boer

positions and seven guns, but it must not be

forgotten that these successes have taken

place within our own territory and that we

still occupy, as it were, the position of the

besieged and have not so far carried the

war into the enemy's country. Our losses

at Glencoe prove at a glance that the fight was

a stiff one, while the proportion of officers

killed as compared with men shows one

officer to every three rank and file, which

certainly looks as though the shooting of the

Boers had not deteriorated. The loss of

General SYMONS, too, is greatly to be de-

plored, coming as it does just as he had

opened the campaign for us so well. At

Elandsbaag also we have a heavy but-

cher's bill of one hundred and sixty. Of

course a good proportion of these men may

be only wounded, but a wounded man is of

no further use at the moment and may be

looked upon as practically of no more

account than a dead one, so far as fighting

is concerned, while, in the event of a reverse

and a retreat becoming necessary, the

wounded frequently are the cause of further

loss, owing to the troops being hampered by

them. But it is in officers that we shall feel

the blow most, for thirty-two put out of ac-

tion in one engagement is a very large num-

ber, especially when one takes into consid-

eration the fact that the British force engaged

could not be a particularly big one. It

will mean that the regiments engaged at

Glencoe will have to operate short of officers

unless, as is exceedingly unlikely, others

happen to be upon the spot who are unat-

tached and can be spared to take their

places.

WORSER TO COME.

But in all probability there is still harder

work before our forces in Natal. As we

pointed out above, we are still fighting within

our own borders and have yet to carry the

war into the enemy's country. We do not

think the two reverses which the Boers have

suffered will serve to discourage them to any

great extent. Whatever else can be said

against them, nobody can charge them with

cowardice, for they are well known to be most

stubborn and determined fighters, their posi-

tion at Elandsbaag, according to Reuter,

having been held with the greatest courage

and tenacity. Then too, the Boers have the

country entirely in their favour, for we shall

have to force the pass of Laings' Nek, a

place especially suitable for defence and at

which we may expect the Boers to make a

most determined stand. Thus, we say, the

war has hardly commenced and the two lights

in which our men have been engaged,

despite their stubbornness, can only be looked

upon as the overture to still greater events.

We have indeed a very big job on hand and

it will require all our energy to complete it

with any degree of success.

KIMBERLEY AND MAFKING.

But what of affairs on the other side of the

Transvaal in the neighbourhood of Kimber-

ley and Mafeking? The last news of Maf-

eking that Reuter favoured us with was to the

effect that it was rumoured that the Boers

had been repulsed and that they had then

commenced to shell the town with Krupp

guns. A London telegram of the 14th instant,

appearing in a Singapore paper, states that

the telegraph line has been cut at several

places to the south of Mafeking in Bechuana-

land, and the town is thus isolated also

that a force of two thousand Boers are

occupying the town of Vryburg, situated in

Bechuanaaland to the south of Mafeking.

It was near Vryburg that one of the two

armoured trains, mentioned as being at

Mafeking, was captured and destroyed by a

Boer force and it is only too probable that

the railway has been destroyed and Mafeking

utterly cut off from the Cape, while the lack

of news points strongly to the supposition that

the town is either closely invested or already

in the hands of the enemy. It is on the west-

ern side of the Transvaal and the Orange

Free State that we are weakest. Our eastern

forces have been strengthened by the oppor-

unity arrival of the Indian contingent, but in

Griqualand and Bechuanaaland matters would

appear to be otherwise, for we do not think

it probable that it has been found possible

to spare a very strong force from the Cape to

operate in that quarter pending the arrival

of reinforcements from England. This will

leave the Boers with a practically free hand

in that direction and, as a London telegram

of the 12th instant stated that the Boers were

massing in the neighbourhood of Mafeking

and another wire of a day later reported the

Orange Free State Artillery, under Com-

mandant ALBRECHT, to be moving on Kim-

berley, we may take it that the Boers are

fully alive to the fact that they can do us a

considerable amount of harm by attacking

our weakest posts. It is also said that Mr.

CECIL RHODES is lying ill at Kimberley, and

if this is the case the Boers would have a

very good incentive for turning their atten-

tion to that town, for they hold him responsible,

not only for the Jameson raid, but for the

present state of affairs as well.

THE NAVY AND DELAGOA BAY.

The announcement that a force of battle-

ships will proceed to Delagoa Bay and land a

Naval Brigade of five thousand men is easily

explained. There can now be no further

doubt that the negotiations for the leasing

of Delagoa Bay from the Portuguese have

been completed, despite the fact that we

have received no definite news upon the

subject. The reason for the action of the

Portuguese authorities in detaining war stores

destined for the Transvaal at Lorenzo Mar-

quez is then evident. Negotiations for the

leasing of the territory were in progress and

the Portuguese did not like to pass war

material through their territory without first

communicating with us. The fact that the

stores were allowed to proceed is probably

the Portuguese. We did not desire to have

the attention of everybody directed to our

little transaction and so Mr. KRUGER's war

material was allowed to pass as though we



is to be opened for worship on Sept. 29, 1900, the golden jubilee of the Catholic hierarchy in England, it will be one of the grandest looking as well as one of the largest churches in England. Its minarets, domes, and prodigiously lofty tower will give it a Moorish appearance. The design is really Byzantine. The nave is the largest in England, having an area of 14,040 square feet. To obtain the marble for the great pillars of the interior, two ancient classic quarries in Thessaly and Euboea have been reopened. Bressan and Numidian marbles—the latter famous for its wonderful red and orange—are also to be used. The canons' stall will be of dark Italian marble with ivory, and so on throughout the Cathedral. The question is will Cardinal Vaughan get money enough for all these glories? To make the shell alone fit for worship will cost £200,000, and the great tower will require a fortune in addition.

#### Cricket.

Mr. W. G. Grace has written a second book on cricket. It is interesting, but not nearly so interesting as his first book, published some years ago. But, of course, nothing which is written on the game of cricket by Mr. Grace can be without value. For the unexampled period of thirty-five years he has been the champion of the field. He is the greatest player that the world has ever known, and probably that the world ever will know. Some of his records made in the early seventies have never been broken—not even by Prince Ranjitsinhji.

Mr. Brockwell, the Surrey professional, and J. T. Hearne, of Middlesex, have again entered into an engagement for the winter months to proceed to India to assist the Maharajah of Patiala in his matches.

#### All the members of Ranjitsinhji's cricket team, except Jessop and Woods, left Euston at noon on 16th inst. for Liverpool, a good many people assembling to see them off. The whole party were to sail in the afternoon on board the *Electric*. The team consists of K. S. Ranjitsinhji, A. C. McLaren, A. E. Stoddart, C. L. Townsend, G. Brown, G. I. Jessop, S. M. J. Woods, B. J. T. Bosanquet, C. Robson, G. C. B. Llewellyn, A. Priestley, and W. P. Robertson. Victor Batton, the Hampshire professional, goes out as attendant.

#### New Japanese Cruiser.

A large number of people assembled on 19th ult., in the Elswick shipyard of Sir W. G. Armstrong, Whitworth and Co., to witness the launch of the Japanese first-class armoured cruiser *Idzumi*. The principal dimensions of the vessel are as follows:—Length between perpendiculars, 400ft.; breadth, 68ft. 6in.; depth, 41ft.; draught, 24ft. 3in.; displacement, 9,752 tons. The armament consists of four 8in. guns, two mounted in barbette; 14 6in. q. d. guns—ten in casemates—six on the main deck, and four on the upper deck, the remaining four being on the upper deck protected by shields; 17 12-lb. q. t. guns—eight on the shelter decks, two on the main deck, forward, four on the bulwarks, and three in the military tops; four submerged torpedo tubes—two forward and two aft. The vessel has a complete water-line belt of Harvey-nickel-steel armour 7in. thick amidships, reduced at the ends. Above this there is a citadel of 5in. Harvey-nickel-steel armour enclosing the bases of the barbette, and carried from the top of the water-line belt to the main deck. The barbette are of Harvey-nickel-steel 6in. thick, the casemates are of Harvey-nickel-steel 4in. thick, and the conning tower is Harvey-nickel-steel 14in. thick. The machinery is of the twin-screw vertical triple-expansion type, to develop 14,500 i.h.p., and the speed guaranteed is 20½ knots, the boilers being of the Belleville latest type. She has a bunker capacity for about 1,600 tons of coal. Accommodation is provided for an admiral, 52 officers, and 430 petty officers and men.

#### British Trade in Nagasaki.

Mr. Consul Longford's report on the trade of Nagasaki during the year 1898 presents some interesting features such as the *L. and C. Express*. It is instructive to note that the principal advantages in imports have been made in articles which the Japanese can produce, possibly do without, and which must, therefore, continue to be purchased from abroad, no matter what the import duty imposed on them may be. In exports the advance continues to be confined almost exclusively to coal. It is not altogether satisfactory to learn that while Great Britain still maintains the foremost place among Western producers whose goods find a sale in Nagasaki, and while the aggregate value of her sales has steadily advanced in the last five years, the ratio of the advance is far inferior to that of the United States and Germany. In five years, we are told, the value of British imports has increased 35 per cent., that of the United States 40 per cent., and that of Germany 106 per cent. The prospects of British trade for the future may be said to be limited to that in metals and machinery, but those Mr. Longford says should be of the brightest, and encourage the hope of an extension far beyond that which has already taken place. On the whole it would appear that, notwithstanding any unfavourable influence the largely increased import tariff may cause, no permanent diminution in the aggregate values of either the import or export trades need be anticipated, nor any relapse from the marked degree of prosperity which is characterised by the Southern Island of the Empire during the last few years.

#### How Sir Michael Hicks-Beach Escaped a Defeat Last Year.

It will be remembered that last financial year the revenue exceeded the expenditure by the very narrow margin of only £1,000,000. And the report of the Commissioners of Customs issued this week shows that but for the fact that a certain amount of this year's revenue was encashed in advance, instead of this small surplus the Chancellor of the Exchequer would have been left with a deficit. Thus we are told that out of an increase of £155,000 in the receipts from the tea duty for the year, about £105,000 was attributable to the payments at the end of the financial year by a single firm of duty which obviously covered tea to be consumed in 1899-1900 and not in 1898-9. Although the Commissioners do not say so, the object of the firm in making this big payment was to get a telling advertisement. Paragraphs and advertisements—announcing the closing of the cheque that had been drawn and pointing to it as indicating that the firm held a pre-eminent position in the trade appeared everywhere. And while the firm got the advertisement it wanted, the Chancellor of the Exchequer was opportunely assisted, in obtaining a revenue sufficient for the year's requirements. From the tobacco duty a still larger windfall was secured. Owing to an apprehension that the duty might be raised to its former level there was a rush to clear stocks out of bond, and the Commissioners estimate that 4,500,000 lbs. of tobacco were cleared during the consumption this year were cleared during the closing days of March last. That means that at least 767,000 of this year's revenue was foregone, so that between tea and tobacco last year's revenue benefited at the expense of this year to the extent of £780,000, and as has been said, but for this adventurous gain the closed account would have shown instead of the surplus of £1,000,000 a deficit of about £600,000.

#### United States Trade With China.

The very large increase within the last two years in the export of American cotton sheet-

ings and drills in China appears to have raised the question on the other side of the Atlantic, whether or not it is possible to extend the China supply from the mills of the United States to other classes. Discussing this question, the *New York Journal of Commerce* refers to some views recently communicated to that journal by a former Chinese merchant. It is observed—

The writer maintains that the field for the consumption of our drills, sheetings, and jeans is by the nature of the case, comparatively limited in any given region of China. To make a serious attack on the markets of the Far East our cotton manufacturers must go outside of these three articles and enter into direct competition with Manchester by the export of grey and white shirtings and T-cloths. These are the great foreign staples throughout the Empire, and more especially in the basin of the Yangtze, where the greatest possible extension of foreign trade must be looked for. More than twenty years ago the head of the great American house of Russell and Co., of Shanghai, sent his chief salesman of the firm to this country, bringing with him numerous samples of English shirtings and T-cloths, with full memoranda in regard to their manufacture, packing, labelling, &c. At that time the new England cotton-mills were feeling the pressure of hard times, and some of the more enterprising managers set up looms for weaving the goods recommended by the agent of Russell and Co. and sent them to Shanghai. The first consignments were naturally sold at rates very advantageous for the native middlemen, who were to introduce the goods into the market, but the promise for the future was most encouraging. But about that time a turn for the better came in the business of cotton manufacturing, and the home market engaged attention to the exclusion of the export trade. The looms that had been set up for the lighter Chinese staples were dismantled, and have never been tried again. Our correspondent adds that within a year some of his friends here have admitted the mistake they made in not following up the experiment of 1877.

#### Under the New Japanese Treaties.

A correspondent in the *Engineer*, discussing the situation brought about by the coming into force of the new treaties, writes—The Japanese thought that the revision of the treaties and consequent liberty of foreigners to settle in the interior for trade and other purposes would cause a large influx of people from abroad, but this was never anticipated by old foreign residents, and thus far the revision has brought no such result. Japan is not at present the country for the foreigner to come to; rather I think the result will be just the opposite. Living is expensive and opportunities are few. I doubt whether since Japan was opened to foreigners, some forty years ago, twenty of them have made enough money there to leave the country and retire at home on even £500 a year. And the foreign merchant of the open ports of Japan, especially the early comers, are about as fine a body of hard-working business men as you would find in any other part of the world. They have lived well and worked hard, but in spite of all have not been able to accumulate money. The time "when they can knock off and go home" is as far off as ever. There are several hard-working shrewd men who have not had the time or means to take even a run home after living here for thirty years or more. Japan, to my mind, offers no future for a young man, and less for an old one, if he be a foreigner. The Japanese are becoming more and more independent of foreign aid in managing their own affairs. Whether Japan offers a field for the foreign manufacturer is a question. Skilled labour is scarce and relatively dear, but the Japanese workmen readily adapt themselves to new kinds of work, and under skilful management and superintendence, he can soon be brought to be a good workman in any line not requiring great individual strength. But I think Japan has yet her labour troubles to come. Every day shows the capacity of Japanese labour for combination against capital. With the cheap and docile labour of China so near at hand, I doubt whether the foreign manufacturing capitalist will ever make his headquarters in these islands. Without the Japanese workman is a quicker and better man than the Chinese, but he is more difficult to manage, and he is not so blindly the slave of the dollar as his neighbour. To my mind the present foreign merchant will be gradually replaced by smaller and less desirable men, and there will be an advent of a few capitalists who will advance capital or buy shares in existing undertakings, getting either a direct or indirect controlling power in the management of the same. The foreign element will be reduced to these two classes.

#### A Disgraceful Outrage.

The police officials of the Tyne, though doubtless anxious to do all in their power to afford protection against the intimidation which is being practised by union delegates and mobs, are unable to cope adequately with the situation with the forces at their disposal, comments *Fairplay* of Sept. 21st. As a consequence a disgraceful outrage has just taken place in connection with the sailing of the s.s. *Lizzie English*. The vessel had been delayed for two or three days in the Tyne, being unable, on account of close picketing, to obtain a crew at the current wages of £4 a crew. A crew was therefore sent through from London, finishing the journey to Newcastle in a tug, the men arriving at Newcastle at midnight on Monday. The boats manned with union pickets immediately put off from the shore and surrounded the tug as it lay alongside the steamer. When the pickets saw the new crew mounting the tug's paddle-box they commenced to board the tug, making a threatening demonstration and calling out "Throw the scabs overboard. Board the tug, never mind the police. Kill the scabs."

They also boarded the *Lizzie English*, but were ejected by the river police and the Shipping Federation officials. They, however, remained in attendance in their boats, using foul and threatening language and hurling coal and scrap-iron at all those they could see on the steamer. Owing to the threats and violence of the pickets who were hanging around the moorings it was impossible to loose the moorings to the buoys in the usual way. It was therefore necessary to cut the wire hawsers, and to slip the cables so as to get clear away. Eighteen fathoms of cable were slipped, and many fathoms of steel wire were lost through the cutting. The new crew were safely got on board, and the vessel proceeded to sea at 2.30 a.m. on Tuesday. It is obvious from the foregoing that the assault was a concerted one, and that the coal and scrap-iron had been taken into the boats to be used as missiles. Such an incident reflects very unfavourably on the authorities, showing as it does that they have failed to make adequate precautionary measures. It is to be hoped that representations on the matter will at once be made to the Home Office, soliciting it to reinforce the local police, as was done at Hull, during the great strike there, under similar circumstances. "Besetting" appears now to be recognised as illegal. Is not the above as strong a case of "besetting" as could be found?

#### A Strong-voiced Letter.

*Fairplay* says that Mr. H. W. Dillon, a well-known shipowner, has made public through

*The Times* the following letter which he has addressed to the President of the Chamber of Commerce, Marseilles. Mr. Dillon is, of course, entitled to hold any opinions he pleases on the Dreyfus case, but from numerous communications that have reached us we have no hesitation in saying that shipowners generally by no means endorse his views. On the question to make themselves offensive to their old friends who had nothing whatever to do with the "affaire," and we think they are right, we do not propose to comment on the Dreyfus case further than to say that the evidence in the Rennes trial would not have been listened to for a moment in any English court of law; but it would be none the less wrong to lay with wholesale condemnation a country which, if it possesses a General Staff given to trickiness, possesses also Frenchmen as ready as Mr. Dillon, and at their own great peril, to expose and denounce injustice wherever found. It behoves Mr. Dillon to see that at breakfast he is not making a mistake with French eggs. The following is the letter—

Ethelburga-house, 75 and 77, Bishopsgate-street, London, E.C.2, September 11th.

Sir,—In consequence of the scandalous judgment on the Dreyfus case having demonstrated that there is neither law nor justice in your country, nor safety for life or property, I have decided not to allow the option of any French ports in future charters I effect for my steamers, until, at all events, the above judgment has been reversed and the scandalous General Meirier and his co-conspirators have been placed under lock and key.

Unfortunately, I have recently given the option of Havre to two or three cotton charters which I have signed. I am to offer the charters a reduction of 10 per cent. to exclude this option, I wish to have no deal to do with a nation which views with equanimity such a perversion of justice, and which is capable of making itself the object of contempt as well as the laughing-stock (witness the proceedings at Rennes) of the whole civilized world.

Two of my daughters were at school in Paris. I have decided not to send the other four to France at all. I have also instructed my tradesmen not to supply me with anything of French manufacture; and I have written to the Bon Marche and the Louvre at Paris (with whom I have had considerable dealings on an annual trip to Paris for shopping) that the connection is at an end.

I need scarcely add that all my influence here will be used to get my fellow shipowners to follow my example and boycott a country which is so lost to all sense of common decency.

My agent at Marseilles is M. E. Salles. I am, Sir, yours faithfully, The President, Chamber of Commerce, Marseilles.

#### About the Crystal Palace.

The Chairman, in moving the adoption of the report at the last meeting of shareholders, said he had little to add to it. The gross revenue had increased by the sum of £6,000, notwithstanding that they had received £2,500 less from the refreshment contract—a reduction which was only temporary, and not likely to recur. They had been very busy at the Palace during the last six months; in fact, the Palace for some months has like a great workshop; but it was work that had to be done, and from that work in future the directors expected to derive considerable benefit. It was further encouraging to find that since the end of the half-year the number of admissions had still further increased. This year, while the changes were going on, must be regarded as a time of preparation, and he would be greatly disappointed if next year the company did not get their reward and reap a harvest that would satisfy all of them. As to the refreshment contract, he mentioned that when it was let to Messrs. Lyons and Co. the directors stipulated that the prices of refreshments should be on a popular basis; and under popular prices the sales had increased so largely that the company were likely to get about the same return as formerly, as the expansion of the business had been so large. As to the music on Sundays at the Palace, that was a question upon which there was considerable difference of opinion; but if there was nothing wrong in music on Sunday at the Albert Hall and elsewhere, why was it wrong to have music at the Palace? Shareholders representing 70,000 votes were heartily in favour of these concerts, which the directors meant to continue.

Mr. Schenk, in seconding the adoption of the report, spoke of the improvements made in the train service to the Palace. It would probably astonish most shareholders to learn that already the two Crystal Palace stations were served with 300 trains per day; 150 in each direction, and there were already sufficient really good trains to make a frequent visit to the Palace—to run down to dinner, for example, there and back in twenty minutes—a very easy matter indeed. Season-ticket holders could not go in a first-class return ticket from London for a shilling upon merely showing their season ticket at the booking office, and as they would certainly get to know all the best trains which were arranged at very convenient hours it was safe to predict that the class of London season ticket holders (north of the Thames), which had been practically extinct for five and twenty years at least, would soon revive. One of the most important of the railway improvements was the new arrangement for through booking, including admission from the underground and all Metropolitan stations within 25 miles of the Palace. This had only been in force for a few weeks, and as no less than thirteen or fourteen railway companies were involved, very long and laborious negotiations were required before a basis satisfactory to all could be arranged. In referring to the refreshment contract, he stated that any change which was a benefit to the public was also certain to prove a benefit to the Palace Company, and their temporary loss had enabled the new contractors to make a very important revision of the tariff in favour of the public. Such as tea, rolls and butter, &c., were 50 per cent. less than they used to be, and as the contract rested upon a purely percentage basis, these large reductions in prices also tended very materially at first to reduce the sum payable to the Palace; if during the six months the gross takings of this department increased by 50 per cent., as was the case, an even larger increased quantity of refreshments must have been sold. The receipts of the last three months showed an increase of 50 per cent. over the previous year, so that they were already very well on the way towards receiving as much under the new contract as they used to receive under the old.

The resolution having been agreed to, the proceedings then terminated.

#### Two Problems in Japan.

The Tokyo Correspondent of *The Times*, in the course of a lengthy letter to that journal, writes—

In connection with the operation of the revised treaties, the Japanese Government has been obliged to deal with some questions of a perplexing nature. The first has to do with the privileges extended to Chinese subjects after the abolition of the foreign consuls. Japanese relations with China have always constituted

one of the difficulties of the treaty-revision problem. Much as the two nations have in common, it never seemed altogether desirable to the Japanese that their country should be thrown open unreservedly to their enterprising neighbours.

It should be understood that even before the war of 1894-95 the treaty relations between Japan and China were of a special character. Neither Empire had agreed to place the other on the most-favoured-nation footing. From that point of view no embarrassment menaced Japan in negotiating with Europe and America for revision of the treaties. But the tariff problem was not to be treated in that way. Chinese goods entered Japan on the same 5 per cent. basis as European goods, and so long as that was the case, the Western Powers could claim the most-favoured-nation privilege of not being charged more than the Chinese importer paid. In order to revise her tariff with Europe and America Japan was therefore to induce China to agree to the same change of rates. But she was to offer her neighbour the same compensation? Was she to throw open her territory unreservedly to the trade and residence of Chinese subjects? The war of 1894 saved the situation. In concluding peace Japan's statesmen took care to reserve for the future an absolutely free hand. So when the time drew near for the complete operation of the revised treaties on Aug. 4, Japan was entirely at liberty to extend to the Chinese or to withhold from them the privileges of unrestricted trade, travel and residence which would thenceforth be enjoyed by Europeans and Americans.

Another question of still greater interest to foreigners was the Government's probable attitude towards Christianity. The Japanese Constitution guarantees freedom of conscience within the limits of law and order and consistently with the duties of a subject. These restrictions imply the necessity of some kind of official supervision, and the two creeds which may be called "native" in Japan, Buddhism and Shinto, have always been subjected to such supervision. But Christianity has hitherto been left severely alone. To bring it effectually within the operation of the system applied to Buddhism and Shinto would have been impossible during the lifetime of Consular jurisdiction. With the abolition of Consular jurisdiction, however, the conditions would be changed, and it was important to know how the change would affect the Government's attitude towards the foreign religion. Additional interest was imparted to the question by the behaviour of a section of the Buddhist priests, who began, on the one hand, to agitate for State recognition of their creed, and on the other, to memorialise the Government for an expression of its policy towards Christianity.

Fuelists immediately divided themselves into two camps. The occupants of the one, headed by the Minister of Foreign Affairs, argued that it would become Japan to discriminate against her neighbour just at a time when she was endeavouring to gain the latter's trust and win her to adopt Western civilisation; that already 200 Chinese labourers employed in the Kiushiu coal mines had been found satisfactory; that on the threshold of her industrial career Japan is threatened with scarcity of labour, and that if the privileges in question should prove inconvenient in practice they could always be revoked. The occupants of the other camp adduced numerous objections, and pointed out that, whereas to grant a privilege was always easy, to revoke it might be very difficult after vested interests had been created in the course of its enjoyment. The latter view finally prevailed. An ordinance was promulgated enacting that, although, on the one hand, any nationals not having, either by treaty or usage, the privilege of access to all parts of Japan should hereafter enjoy that privilege, the labouring classes of such nationalities should not be allowed to reside or work outside the present settlements without the permission of the local authorities. This means that whereas Japan is now thrown open completely to Chinese merchants and all Chinese subjects of the upper classes, her territories are practically closed to Chinese labourers.

Government movement finally dwindled to a mere inquiry about the Government's general policy towards religion, and the Government replied by two pronouncements. First it issued an ordinance bringing the affairs of Christianity within the range of official cognisance. The method adopted may be described as a kind of registration system. Religious propagandists will henceforth be required to report to the authorities the name of their creed and their mode of propaganda, and must obtain the permission of a local governor when they propose to erect any edifice for the uses of religion. In the case of edifice, and all before the operation of this new ordinance, will be held equivalent to the receipt of official sanction. All this evidently represents a minimum of interference, and the issue of the ordinance has given great satisfaction to Christians. At the same time, the Government, summoning the chief prelates of Buddhism to the capital, has officially informed them that the Constitution dictates to officialdom the duty of extending to all religions absolutely equal treatment and absolutely equal protection, and has exhorted them to warn their subordinate priests and parishioners against any attempt to oppose Christianity by forcible methods.

#### Advance in Shipping.

AN INTERESTING CORRESPONDENCE. At the meeting of the British Association at Dover on Thursday of last week, reports *Fairplay* of Sept. 21st, Sir William White, as president of the Mechanical Science Section, delivered an address dealing with the progress that has been made in steam navigation. This progress had, he said, been marked by the following characteristics: growth in dimensions and weights of ships, and large increase in engine-power as speeds have been raised; improvements in marine engineering accompanying increase of steam pressure, and economy of fuel and reduction in the weight of propelling apparatus in proportion to the power developed; improvement in the materials used in ship-buildings, better structural arrangements, and relatively lighter hulls and larger carrying power; and improvements in form, leading to diminished resistance and economy of power expended in proportion. He showed the growth of Transatlantic passenger steamers, comparing the Cunarder *Britannia*, built of wood in 1840, propelled by paddle-wheels, steaming 8½ knots, and consuming nearly 1 lb. of coal per i.h.p., with the White Star twin-screw steamer *Titanic*, built of steel in 1889, steaming about 20 knots, and consuming about 300 lbs. of coal per day, or from 16 to 17 lbs. per i.h.p. per hour. He also gave the work of engine in the *Oceanic*, of about 22 knots, the *Kaiser Wilhelm der Grosse* of 22 knots, and of two German steamers now building, to steam 23 and 24 knots, respectively. To gain about three knots an hour nearly 50 per cent. would have to be added to the displacement of the *Titanic*, the engine-power and coal consumption to be doubled, and the cost increased proportionately. As showing the progress made, he said that had the *Compania* of 20,000 tons displacement, had engines proportionately as heavy as those in use sixty years ago, they would have weighed about 1,500 tons, in other words, machinery, boilers, and coal, would have exceeded in weight the total weight of the *Compania* as

she floats to-day. Similar advances had taken place in other services.

Remarkable developments had also taken place in cargo steamers, the much-debated "ocean tramp" of the present day exceeding in speed the passenger and mail steamers of fifty years ago, and vessels are now building for the Atlantic service which can carry 12,000 to 13,000 tons deadweight, in addition to passengers, while possessing a sea-speed as high as that of the swiftest mail steamers afloat in 1880. How much further progress will be made in the size and speeds of these mixed cargo and passenger steamers cannot, he said, be foreseen, but the limits will be fixed by commercial considerations, and not by the capability of the shipbuilder. He then dealt with the increase in the size and speed of war-ships. As illustrating the principle that economy of propulsion is favoured by increase in dimensions as speeds are raised, he gave particulars of two cruisers, the *Albatross* of 1,100 tons, 11,000 h.p., 20 knots displacement, and 14,500 i.h.p. at 20 knots, and the other 500 ft. by 71 ft. by 26½ ft., 14,500 tons displacement, and 15,500 i.h.p. at 20 knots, and showed that from 10 knots there is a fairly constant ratio between the powers required to drive the two ships, but as the speeds are increased, the larger ship gains, and at 22 knots the same power is required in both ships.

In dealing with the 33-knot torpedo-boat destroyers he stated that the cost has gone up with size and power and the limit of progress in this direction would probably be fixed by financial considerations rather than by construction difficulties, great as these become as speeds rise. By the use of the steam turbine motor introduced by Mr. Charles Parsons, as shown by the *Turbinia*, about half the total weight of the vessel is devoted to propelling apparatus, the load carried being relatively small, the secret of the extraordinary speed being found in the extreme lightness of propelling apparatus and small load. In vessels of larger size and greater power than the *Turbinia* a lower rate of revolution would probably be accepted, additional motors would be fitted for manoeuvring and going astern, boilers of relatively greater weight would be adopted, and other changes made. But after making ample allowance for all such increases in weight, it was, he said, unquestionable that considerable economies must be possible with rotary engines.

In discussing frictional resistance he gave illustrations which confirmed the general experience that clean bottoms are essential to economical propulsion and the maintenance of speed, and that frequent docking was necessary in vessels with bare iron or steel skins, which foul in a comparatively short time. In referring to the possibility of the use of steam turbines in the big London playground are subjected to audit at the end of 1900 the polo and cricket grounds will not turn out such catches as the rose-colored references of the directors would lead you to think. I have been at the Crystal Palace pretty frequently, and I have not at any time seen 500 people in the polo enclosure during play, while the cricket ground inside the railings is apparently looked upon as holy ground by the Palace habitué.

THE DEAR.

## Shipping.

### Arrivals.

TRIGONIA, British steamer, 1,069, F. G. M. Phillips, 23rd Oct.—Shanghai 19th Oct. Ballast—Arnhold, Karberg & Co. YAWATA MARU, Japanese steamer, 2,367, A. E. Moses, 24th Oct.—Nagasaki 20th Oct. General—Nippon Yusen Kaisha. HAINAN, British steamer, 636, W. J. Davis, 24th Oct.—Tientsin 20th Oct. Amoy 22nd, and Swatow 23rd. General—Douglas, Larue & Co. MEEFOO, Chinese steamer, 1,330, Frigate, 24th Oct.—Canton 24th Oct. General—C. M. S. N. Co. TAIKANG, British steamer, 1,491, W. E. Sawyer, 24th Oct.—Shanghai 20th Oct. and Swatow 23rd. General—Jardine, Matheson & Co. HIKOSAN MARU, Japanese steamer, 2,295, P. Hollstrom, 24th Oct.—Kutchinotzu 19th Oct. Coal—Mitsui Bussan Kaisha. SUNGLANG, British steamer, 1,021, S. W. Moore, 24th Oct.—Manila 21st Oct. General—Butterfield & Swire. DRAGONER, German steamer, 216, Braack, 24th Oct.—Kiel 16th Oct. HONGKONG, French steamer, 847, Bastian, 24th Oct.—Haiphong and Hoihow 23rd Oct. General—A. R. Marty. GUTHRIE, British steamer, 1,495, W. G. McArthur, 24th Oct.—Melbourne 19th Sept. Newcastle 23rd, Sydney 29th, Moreton Bay 3rd Oct., Cleveland Bay 5th, Cairns 6th, Cooktown 7th, Thursday Island 10th, and Port Darwin 14th. General—Gibb, Livingston & Co.

### Clearances at the Harbour Office.

Chunyang, British steamer, for Shanghai. Choyang, British steamer, for Manila. Elar, German steamer, for Saigon. Kwaai Lum, British steam-launch, for Macao.

### Departures.

Oct. 24, Wankoo, British steamer, for Swatow. Oct. 24, Halara, British steamer, for Haiphong. Oct. 24, Clara, German steamer, for Haiphong. Oct. 24, Candia, British steamer, for Singapore. Oct. 24, Kwangsi, British steamer, for Canton. Oct. 24, Telarior, German steamer, for Kobe. Oct. 24, Hailan, French steamer, for Hoihow. Oct. 24, Annam, French steamer, for Shanghai. Oct. 24, Thyra, Norwegian steamer, for Amoy. Oct. 24, Choyang, British steamer, for Manila. Oct. 24, Elar, German steamer, for Saigon. Oct. 24, Taisang, British steamer, for Canton.

### Passengers—Arrived.

Per *Hikosan Maru*, from Kutchinotzu—2 Japanese. Per *Hainan*, from Coast Ports—Miss Lewis, and 94 Chinese. Per *Taisang*, from Shanghai, &c.—Mrs. Sawyer, 7 Europeans and 78 Chinese. Per *Yawata Maru*, from Japan—Mr. M. M. Eliot, Miss H. Lewis, Mrs. Ah Cum, Mr. and Mrs. MacLeod, Messrs. K. Kitajima, Yagabe, and 7 Chinese. Per *Guthrie*, from Australian Ports—Messrs. Herring, Loftus P. Jones, 52 Chinese and 1 Japanese.

### Departed.

Per *Annam*, for Shanghai—Mrs. A. Kuhn, Mrs. A. Seguire, Mrs. T. M. Vaz and 3 children, Messrs. J. E. Pisko, Karanjia, Amoli, Rogers, Hannah, Stewart, Chong Kit, T. Gornier, Marco P. Stefano, wife and daughter, and 3 Chinese. For Kobe—Miss M. Ellis, Mr. and Mrs. Roux and son. For Yokohama—1 Chinese. Per *Choyang*, for Manila—Mrs. Sofia Nicotian, and Mr. H. W. Gye.

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.—"HAVING been in a great deal of pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommended to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—(Adv.)







## THE VOLUNTEERS FOR THE CAPE.

A writer to the *British Realm* says:—  
The London Scottish Volunteers are said to have volunteered as a body, or to the strength of three or four hundred, for service at the Cape, and it is reported, though I do not make myself responsible for the truth of the report, that several horth country corps have also offered their services. I am glad to say that the War Office authorities have refused to entertain any offer of this kind. Volunteers, whose motto is "Defence not Defence," are only intended to serve in case of invasion, and though one is naturally glad to see so much keenness and patriotic enthusiasm, yet it is after all but cheap swagger, as their commanding officers should have well known that no such offer could be accepted. If any volunteer wishes to fight for his country in South Africa his course is plain: let him enlist; recruits are wanted, and he can do more service as a member of a unit of the regular Army than as one of a contingent of partially-trained volunteers. I am rather inclined to think that it would not be a bad plan to so alter the conditions of service as to make it possible for volunteers who had put in so many years' service and were of very good physique to be enrolled simply for the duration of a campaign, being discharged at the conclusion of peace with a reasonable bounty. Such a plan would throw open to the recruit a field of more or less trained men, far superior to the average recruit, and would enable the keen volunteer to gratify his taste for soldiering without committing him to military service for a period of at least five years. It would also give a much needed stiffening of older men to our young battalions. I really feel more in love with my suggestion the more I consider it, and I wish the authorities could be induced to try it, if only on a small scale.

## "A LOCH LOMOND O' WHISKY."

The position of the whisky trade in Scotland continues to excite attention. The all malt distilleries began work last year before the Pattison failure was suspected, and they were obliged to use up their stocks of grain before closing the work for the season, which commences in October and ends in May. The result is that the quantity of liquor on hand in the government warehouses in Scotland is quite abnormal. On the last day of the financial year 1903, 301,000 gallons of Scotch whisky was stated to be under Revenue lock. This was an addition of 1,500,000 gallons to the stock in twelve months. When or by whom all this liquor is consumed is a question many will ask when they learn the exact position. Roughly the trade in Scotch whisky has been of late 50 per cent greater than that in Irish liquor, and distillers of the latter are quite content to have 30,000,000 gallons in stock. Four years ago the Scotch distillers had 65,000,000 gallons in reserve. In the interval their sales have increased by some 25 per cent, to meet which they have increased the reserve by almost 60 per cent. It is not easy to strike the average value of this ocean of drink. It varies between 7s. 11d. for malt whisky made in 1892 and 1s. 4d. for grain spirit made a few months ago, but experts say that 3s. the gallon would probably be a very modest estimate. This works out at almost 1,500,000 sterling. Whether the 157 Scotch distillers and their customers, the Leith blenders, can carry liquor of that value time will tell.

## THE OUBLETTE OF THE TOWER.

## A NEWLY-DISCOVERED HORROR OF THE MIDDLE AGES.

The building of the new guard-room in the inner bailey of the Tower of London, says the *Daily Graphic*, has led to a strange and interesting discovery, and enhanced the mystery and romance which have gathered for centuries around its grey walls and battlements. The new guard-room occupies the space between the Bloody Tower and the White Tower upon the right as you enter the inner ward, and in preparing its foundations a subterranean passage was discovered (or, to be accurate, re-discovered, for its existence was known before), extending from the moat near the Traitors' Gate beneath St. Thomas's Tower, in the direction of the south-west angle of the White Tower. The passage is lined throughout with Norman masonry and has a level floor; it was evident at once, therefore, that it was not a drain or culvert, for in that case it would have had a rounded bottom, and it became a matter of interest to follow it both ways, towards the White Tower, for the purpose of ascertaining whether it communicated directly with the interior of the White Tower, forming, thus, an outlet to the moat from the lower portion of the keep where the dungeons are situated. It seemed most likely that this should be the case, but expectation has been disappointed. The passage does, indeed, lead to a dungeon, and a most horrible one, but there is no communication with the White Tower. It runs straight from the moat into the dungeon, but the dungeon is completely isolated from all parts of the fortress, and its communication with the upper air is by a shaft which descends into the passage.

## THE PHONOGRAPH.

The Writer of an interesting article on the "Wonders of the Phonograph," in the *New Penny Magazine* for August, gives in Edison's own words the origin of his discovery of this marvellous instrument. I was sitting at the table, and I was listening to the vibrations of the voice sent the fine steel point into my finger. That set me to thinking. If I could record the action of the point, and send the point over the same surface afterward, I saw no reason why the thing would not work. I tried the experiment first on a strip of telegraph paper, and found that the point made an alphabet. I shouted the words "Halloo! Halloo!" into the mouthpiece, ran the paper back over the steel point, and heard the faint "Halloo! Halloo!" in return. I then determined to make a machine which would work accurately, and gave my assistants instructions, informing them of my discovery. They laughed at me. But I made them set to. That's the whole story. The Phonograph, or sound-recorder, is the result of the pricking of a needle. However, it was only the discovery of the principle of recording the transmitted sound which was wholly accidental. The possibility of despatching it without altering its pitch, to any distance, or of sending it round a narrow circle, back again to its starting-point by means of an instrument had been determined long before by that very telephone which suggested to Edison the feasibility of recording. In determining man's, or, for the nonce, any utterance, afterwards to be let loose and heard at will.

An Englishman travelling in the States had been informed that an express was due at four o'clock that afternoon. The Englishman was there with his baggage etc. on time and so like-wise was the express. The intending passenger watched it approach and thunder by at top speed. Naturally he was just a bit annoyed, and turning to the coloured porter said, "That train didn't stop?" "No Sir," was the reply, "it didn't even hesitate."

## SHIPPING REPORTS.

Captain Moore, of the steamship *Salsang*, from Manila, reports:—Light to strong N.E. winds and high N.E. sea.  
Captain Sawyer, of the steamship *Tamsui*, from Shanghai, reports:—Shanghai to Ockseu moderate N.E. monsoon and sea, misty weather; Ockseu to Swatow clear weather and light N.E. wind and sea; Swatow to Hongkong strong N.E. monsoon and high sea with misty weather.  
Captain Davis, of the steamship *Hainan*, from Tamsui, reports:—From Tamsui moderate N.E. gale, heavy sea, cloudy and overcast. From Amoy light winds and fine clear weather. From Swatow fresh N.E. wind, cloudy and overcast. Vessels in Swatow:—*Triumph* and *Tulfoo*.

## NOTANDA.

## CALENDAR.

Meteorological means based on fifteen years' observations to 1898.  
Barometer.....29.982  
Thermometer.....76.2  
Humidity.....71  
Rainfall.....5.794

## TO-DAY.

Tuesday, 24th October, 1899.  
Chinese—20th of 9th moon of 25th year of Kwang-si.  
Sun—Rises.....6hr. 2min.  
Sets.....5hr. 27min.  
High water.....5hr. 09min.  
Afternoon.....1hr. 21min.  
Low water.....5hr. 30min.  
Afternoon.....5hr. 30min.

## ANNIVERSARIES.

1860—Pekin Convention between China and Great Britain signed.  
1875—Messrs. Governor and Baber left Shanghai on a Mission to Yunnan to investigate the circumstances of the murder of Mr. Margary.  
1878—Rebels of Samur at Kumamoto, Japan; 400 soldiers killed by insurgents.  
1882—Loss of steamer *Paladin* off the coast of Hainan.  
1883—Sir George Bowen returned from Peking.  
1885—*Normanton* wrecked off Oshima, Japan; 36 lives lost.  
1891—The Japanese cross the Yalu.  
1895—Chan Tai Yau sentenced to death for the murder of a mafuso at Causeway Bay.  
1898—Yellow Book on Fashoda question published.

## TO-MORROW.

Wednesday, 25th October, 1899.  
Chinese—21st of 9th moon of 25th year of Kwang-si.  
Sun—Rises.....6hr. 3min.  
Sets.....5hr. 26min.  
No inferior high nor low water.

## ANNIVERSARIES.

1844—Treaty of Whampoa between France and China signed.  
1849—Victoria Regatta Club formed.  
1854—Battle of Balaklava.  
1862—Kahding recaptured by the Allies.  
1876—Departure from Peking of Dr. S. Wells Williams, American Secretary of Legation, for home, after 43 years in China.  
1878—Attempted assassination of the King of Spain.  
1889—The German steamer *Duburg* lost between Singapore and Hongkong; about 300 lives lost.  
1892—British ship *Cetina* lost on the Rifleman Shoal, south of Hainan.  
1893—Great fire on French Concession, Shanghai, 250 houses destroyed.  
1897—H.E. the Governor announced the reduction of the Light dues.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
American (*Coptic*) 28th inst.  
English (*Bengal*) 28th inst.  
Canadian (*Empress of India*) 9th prox.  
American (*America*) 11th prox.  
Australian (*Chinglu*) 12th prox.

## HONGKONG AND WHAMPOA DOCK RETURNS.

Vessel	From	Agent
<i>Isle de Cuba</i>	at Kowloon Dock	"
<i>Isle de Luzon</i>	"	"
<i>Sinla</i>	"	"
<i>U.S.S. Oregon</i>	"	"
<i>Yuen-tang</i>	"	"
<i>Ma-chew</i>	"	"
<i>Culgoa</i>	"	"
<i>Pakong</i>	"	"
<i>May Rho</i>	"	"
<i>Emeralda</i>	"	"
<i>Zafiro</i>	"	"
<i>Petrarch</i>	"	"
<i>D. Juan d'Austria</i>	Cosmopolitan	"
<i>Mongkut</i>	"	"
<i>Changsha</i>	Aberdeen	"

## PASSED THE CANAL.

Outward—26th September—*Energia*, *Adria*, *Amiga*, *Bombardier*, 3rd Oct.  
Inland—*Adria*, *Amiga*, *Bombardier*, 6th Oct.  
Inland—*Adria*, *Amiga*, *Bombardier*, 10th Oct.  
Inland—*Adria*, *Amiga*, *Bombardier*, 13th Oct.  
Inland—*Adria*, *Amiga*, *Bombardier*, 17th Oct.  
Inland—*Adria*, *Amiga*, *Bombardier*, 20th Oct.  
Homeward—20th Oct.—*Indrani*.

## SWATOW WEEKLY SHIPPING REPORT.

(21st October, 1899.)

Date	Vessel	Where from	Agent
Oct. 15	Wingang	Shanghai	M. & Co.
15	Hunan	Wuhu	B. & Co.
15	Amara	Hongkong	B. & Co.
15	Hainan	"	"
15	Maichuru Maru	"	"
15	Quintora	Hongkong	B. & Co.
15	Hailong	Amoy	N. & Co.
15	Tamul Maru	"	"
15	Hailan	Hongkong	B. & Co.
15	Hakal Maru	Shanghai & Amoy	M. & Co.
15	Pakhan	Amoy	B. & Co.
15	Hailong	Hongkong	B. & Co.
15	Taiwan	Newchwang & C'lo	B. & Co.
15	Canon	Wuhu & Amoy	M. & Co.
15	Choyang	Wuhu	M. & Co.
15	Taiwan	Hongkong	B. & Co.
15	Hailong	Hongkong	B. & Co.
15	Triumph	"	"
15	Belltophos	"	"

## DEPARTURES.

Date	Vessel	Destination	Agent
Oct. 15	Tientsin	Shanghai	B. & Co.
15	Wingang	Hongkong & Canton	M. & Co.
15	Hainan	Amoy	B. & Co.
15	Amara	Singapore	B. & Co.
15	Maichuru Maru	Amoy	B. & Co.
15	Quintora	Shanghai	B. & Co.
15	Hailong	Hongkong	B. & Co.
15	Hakal Maru	Hongkong & Peking	M. & Co.
15	Pakhan	Amoy	B. & Co.
15	Hailong	Hongkong	B. & Co.
15	Taiwan	Newchwang & C'lo	B. & Co.
15	Canon	Wuhu & Amoy	M. & Co.
15	Choyang	Wuhu	M. & Co.
15	Taiwan	Hongkong	B. & Co.
15	Hailong	Hongkong	B. & Co.
15	Triumph	"	"
15	Belltophos	"	"

## SHIPPING IN PORT.

Date	Vessel	Where from	Agent
Oct. 15	Triumph	Hongkong	B. & Co.
15	Amara	Newchwang & C'lo	B. & Co.
15	Canon	Wuhu & Amoy	M. & Co.
15	Choyang	Wuhu	M. & Co.
15	Taiwan	Hongkong	B. & Co.
15	Hailong	Hongkong	B. & Co.
15	Triumph	"	"
15	Belltophos	"	"

## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship

"SUISANG."  
Captain Tadd, will be despatched as above TO-MORROW, the 25th instant, at Noon.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 24th October, 1899. [1321a]

## WEST RIVER SERVICE.

THE New River Steamers

"SANSUI" and "WUCHOW" will be despatched alternately from Messrs. DOUGLAS LARKE & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SANSUI, SHIHUNG and TAKING.  
Both Vessels have Superior Accommodation for Saloon Passengers.  
Fares, including Sleeping Berth and Meals, HONGKONG TO SANSUI:  
Single Fare.....\$10.00  
Return Fare.....17.50  
HONGKONG TO WUCHOW:  
Single Fare.....\$20.00  
Return Fare.....35.00

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."  
For further information, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 16th October, 1899. [1307a]

FOR MANILA.  
THE Steamship  
(Taking Cargo at through Rates for LLOILO.)  
"SALVADORA."  
Captain Goitsolo, will be despatched as above on THURSDAY, the 26th instant, at 5 P.M.  
For Freight or Passage, apply to BRANDAO & Co., Agents.  
Hongkong, 23rd October, 1899. [1336a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.  
THE Company's Steamship

"KWANGSE."  
Captain Harris, will be despatched as above on THURSDAY, the 26th instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 23rd October, 1899. [1339a]

NIPPON YUSEN KAISHA, (JAPAN MAIL STEAMSHIP CO.)

FOR MANILA.  
THE Company's Steamship

"YAWATA MARU."  
(3,800 Tons Gross, Captain A. E. Moses) will be despatched for the above Port, on FRIDAY, the 27th instant, at 4 P.M.  
This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvement for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.  
Return Tickets issued by this Company are available for return by steamers of the other Lines.  
For Freight or Passage, apply to A. S. MIHARA, Manager.  
Hongkong, 21st October, 1899. [1327a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"DIAMANTE."  
Captain Taylor, will be despatched for the above port, on FRIDAY, the 27th instant, at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.  
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.  
Hongkong, 23rd October, 1899. [1337a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"ORESTES."  
Captain Purfoot, will be despatched on TUESDAY, the 31st October.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 25th September, 1899. [1221a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"HECTOR."  
Captain Barr, will be despatched as above on TUESDAY, the 14th November.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 9th October, 1899. [1283a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"MACHAON."  
Captain Hamah, will be despatched as above on TUESDAY, the 28th November.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 23rd October, 1899. [1333a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"MOYUNE."  
Captain Conrad, will be despatched for the above Port, on WEDNESDAY, the 15th November, in the afternoon.  
For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, 24th October, 1899. [1338a]

## Shipping.

## STEAMERS.

THE OSAKA SHOSEN KAISHA, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"MAIDZURU MARU."  
Captain T. Oyata, will be despatched for the above ports, on SUNDAY, the 29th instant, at Daylight.  
For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 23rd October, 1899. [1213a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"SUNGKIANG."  
Captain Moore, will be despatched as above on MONDAY, the 30th instant.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.  
The Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 23rd October, 1899. [1332a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA."  
J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.  
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.  
Hongkong, 11th October, 1899. [1258a]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3/5 A.L.I. American Ship

"ST. MARK."  
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co., Hongkong, 20th September, 1899. [1198a]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MALACCA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, ex S.S. *Iris*.  
From Madras, ex S.S. *Lodiana*.  
Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 27th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"PEKIN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"PEKIN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"PEKIN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.



## The Share Market.

## LATEST QUOTATIONS.

(October 24th.)

Hongkong and Shanghai Banking Corporation  
—24 per cent. prem.  
The Bank of China & Japan, Ltd.—(Preference)  
nominal.  
The Bank of China & Japan, Ltd.—(Ordinary)  
11 buyers.  
The Bank of China & Japan, Ltd.—(Deferred)  
—55 buyers.  
National Bank of China, Ltd.—\$28.  
Do. —\$28.

## Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$24.  
China Traders' Insurance Co., Ltd.—\$19.  
North China Insurance Co., Ltd.—\$19.  
Yantai Insurance Office, Ltd.—\$121.  
Canton Insurance Co., Ltd.—\$135 buyers.  
Straits Insurance Co., Ltd.—\$5.

## Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.  
China Fire Ins. Co., Ltd.—\$86.  
Do. —\$28.

## Shipping.

Hongkong, Canton, & Macao Steamboat Co.,  
Limited—\$29.  
Indo-China Steam Navigation Company, Ltd.—  
—\$80.  
China and Manila S.S. Co., Ltd.—\$90.  
Douglas Steamship Co., Ltd.—\$37.  
China Mutual S. N. Co., Ltd.—(Preference)—  
—\$9 to buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—  
—\$5 to buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3  
buyers.  
Star Ferry Co., Ltd.—\$194.

## Refineries.

China Sugar Refining Co., Ltd.—\$135.  
Luzon Sugar Refining Co., Ltd.—\$48.

## Mining.

Punjom Mining Co., Ltd.—\$9.  
Société Française des Charbonnages du Ton-  
kin—\$24.  
Queen Mines, Limited—\$47.  
Jebeu Mining and Trading Co., Ltd.—\$14.  
Raub A'lian Gold Mining Co., Ltd.—\$64.  
Oliver's Freehold Mines, Ltd.—(A) \$11.  
Oliver's Freehold Mines, Ltd.—(B) \$6.  
Great Eastern and Caledonian Gold Mining  
Co., Ltd.—\$180.

## Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$15.  
Hongkong and Kowloon Wharf and Godown  
Company, Limited—\$90.  
Wanchai Warehouse and Storage Co., Ltd.—\$45  
buyers.  
New Amoy Dock Co., Ltd.—\$184.

## Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—  
—\$9 to buyers.  
Hongkong Land Investment and Agency Co.,  
Ltd.—\$105.  
Kowloon Land and Building Co., Ltd.—\$28.  
West Point Building Co., Ltd.—\$30.  
Hongkong Hotel Co., Ltd.—\$12.  
Humphreys' Estate and Finance Co., Ltd.—  
—\$10.

## Miscellaneous.

Green Island Cement Co., Ltd.—\$29.  
China-Borneo Co., Limited—104 buyers.  
A. S. Watson & Co., Limited—\$16.75.  
Hongkong Electric Co., Limited—\$12.  
Hongkong and China Gas Co., Ltd.—\$130.  
Kowloon Rope Manufacturing Co., Ltd.—\$189.  
Geo. Fenwick & Co., Ltd.—\$127.  
Hongkong High-Level Tramways Co., Ltd.—  
—\$127.

## Daily Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$35.  
Campbell, Moore & Co., Ltd.—\$15 buyers.  
Bell's Asbestos Eastern Agency, Limited—\$1  
nominal.  
Bell's Asbestos Eastern Agency, Ltd.—\$5.  
Carnichael & Co., Limited—\$8.  
Hongkong Cotton Spinning, Weaving and  
Dyeing Co., Ltd.—\$60.  
Ewo Cotton Spinning & W. Co., Ltd.—\$66.  
International Cotton Mfg. Co., Ltd.—\$115.  
Lau-chung-mow Cotton Spinning & Weaving  
Co., Ltd.—\$71.  
Soy Cheong Cotton Spinning Co., Ltd.—\$135.  
Yahloong Cotton Spinning Co., Ltd.—\$135.  
Tobacco Planting Co., Ltd.—\$4 per share.  
Tobacco Planting Co., Ltd.—\$4 per share.  
BENJAMIN, KELLY & POTTS (Share Brokers).  
Telegraph Address—"Rialto".

## EXCHANGE.

Hongkong, 24th October.  
ON LONDON, Telegraphic Transfer 1/10 1/10  
Bank Bills, on demand 1/10 1/10  
Dinets, 4 months' sight 1/11 1/11  
ON BERLIN, (demand) 1/11 1/11  
ON PARIS, Bank Bills, on demand 2/4 1/2  
Credits, 4 months' sight 2/4 1/2  
ON NEW YORK, Bank Bills, on demand 46 1/2  
Credits, 30 days' sight 47 1/2  
ON BOMBAY, Telegraphic Transfer 14 1/2  
On demand 14 1/2  
ON SHANGHAI, Telegraphic Transfer 72 1/2  
Private, 30 days' sight 73 1/2  
ON YOKOHAMA, T.T. 77 1/2 per cent. prem.  
Sovereigns, Bank's Buying Rate \$10.40  
Gold Silver 100 touch per tael \$4.40  
Bar Silver 200 touch per tael \$4.40  
Dollars 31 per cent. prem.

## OPIUM QUOTATIONS.

Hongkong, 24th October.  
New Patna 330 per chest.  
New Benares 360 per chest.  
New Malwa 850 per picul.  
Old Malwa 875 per picul.  
Persian, paper tied 800

## VISITORS AND RESIDENTS AT THE

## PEAK HOTEL.

Mr. H. F. R. Brayne Capt. F. Koford  
Mr. P. Bure Mr. J. Lamke  
Capt. van Corbach Mr. J. E. Lee  
Mr. G. H. Dann Mr. J. W. Longuet  
Mr. and Mrs. W. H. T. Mrs. C. W. Longuet  
Davis and child Mr. R. Mitchell  
Mr. A. L. Denison Mr. K. W. Nordman  
Mr. F. Dow Lt. Col. The O'Gorman  
Colonel H. Elsdale Dr. Marx Peters  
Col. G. J. H. Eust. Hon. H. E. Pollock  
Mr. J. S. Ezekiel Capt. H. V. Prynne  
Mr. R. M. Ezekiel Comdr. R. M. Rumsey  
Mr. A. Forbes Mr. E. Sharp  
Lt. Col. A. R. Fraser Mr. A. Sinclair  
Mr. H. H. Gompertz Mr. A. Findlay Smith  
Colonel E. H. Goring Mr. A. G. Stokes  
Staff Surgeon and Mrs. W. E. Home  
Major G. R. St. John Mr. G. D. Thomson  
Mr. H. B. Kendrick Mr. G. H. Wheeler

## CRAGIEBURN.

Lieut. H. C. Burrows Mrs. Simmonds  
Rev. F. Flynn, R.N. The Government Civil  
Hon. and Mrs. R. D. Hospital Sisters  
Ormsby Mrs. A. G. Trickett  
Miss Ormsby Consul Volpicelli  
Capt. C. B. Simonds, Madame Volpicelli  
R.A. Capt. A. M. Whitton

## VISITORS AT THE HONGKONG

## HOTEL.

Mr. J. H. Aitken Mr. Martinie  
Mrs. John Angus Mr. J. Y. Mayston  
Dr. C. Bach Mrs. McCrackin and  
Mr. W. S. Bailey child  
Mr. B. J. Barlow Mr. & Mrs. E. McLeod  
Miss A. Barney Mr. T. S. Meser  
Miss A. Barney Mr. H. Metman  
Mr. F. M. Bartlett Capt. and Mrs. Murphy  
Mr. W. M. Black Mr. K. Nakabayashi  
Mr. and Mrs. A. H. Mr. K. Nakabayashi  
Bottenheim Mr. A. C. Van Nierop  
Vte. J. de Bremond Mr. J. J. O'Neill  
d'Ar's Mr. M. Parfit  
Mr. J. W. Brown Mr. W. Parfit  
Mr. G. Brusse Miss Perrie  
Mr. and Mrs. C. Bu- Mr. J. C. Perry  
chanan Mr. Reeves  
Mr. T. F. Burgdorff Mr. F. Reibero  
Mr. W. R. Burnside Mr. A. Reid  
Mr. J. W. Carlin Mrs. H. Renjes, child  
Mr. A. B. Carter Mrs. H. Renjes, child  
Vte. de Cholet Mr. and Mrs. C. E.  
Dr. and Mrs. F. Clark Richardson  
Mr. and Mrs. M. A. Miss Richardson  
Clark Mr. G. E. Richardson  
Mr. P. C. Denroche Mr. S. J. Robins  
Mr. H. Dunbar Major I. E. Sawyer  
Mr. D. Earnshaw Mr. H. Simmins  
Mr. and Mrs. F. H. Mr. A. Spagnolo  
Eldridge Mr. M. Steger  
Mr. M. Elliott Mr. B. Taylor  
Mr. W. F. Gibson Mrs. C. Thomas  
Mr. and Mrs. Gibson Mrs. W. M. Thornton  
Capt. Goddard Mrs. H. H. Todd and  
Major and Mrs. Griffin family  
Capt. P. Hall Mr. S. Vaughan  
Mr. and Mrs. Harris Capt. R. Unsworth  
Mr. G. Havers Mrs. R. Unsworth  
Mr. & Mrs. Haywood Mr. B. T. Walling  
Mr. H. Heilner Mr. and Mrs. A. W.  
Major and Mrs. Higgs Whitlow  
Mr. T. Howard Mr. and Mrs. Bagnall  
Mr. Magdon Ismail Wild  
Major and Mrs. Jeffreys Mrs. J. Williamson  
Mr. and Mrs. Joseph Miss Wilson  
Mr. E. A. Katsch Mr. J. W. Withington  
Mr. Kinghorn Mr. and Mrs. J. B.  
Mr. J. Kirkwood Worfield  
Mr. Z. Kobayashi Mr. J. Wright  
Mr. E. A. Leggett Mr. W. J. M. de Zuniga  
Mr. L. A. Levy Mr. J. M. de Zuniga  
Mr. G. A. March

## STEAMERS EXPECTED.

Names.	From.	Dur.
Milke Maru	Singapore	To-morrow
Bormida	Singapore	To-morrow
Kintuck	Singapore	To-morrow
Nakata Maru	Singapore	Oct. 26th
Bengal	Singapore	Oct. 26th
Coptic	Singapore	Oct. 26th
Kagoshima Maru	Moji	Oct. 29th
Queen Adelaide	Portland, Or.	Nov. 8th
Empress of India	Vancouver	Nov. 9th
America Maru	San Francisco	Nov. 11th
Chingtu	Sydney	Nov. 12th

## PROJECTED SAILINGS.

Ship.	Destination.	Date.
Abergeldie	Portland, &c.	Nov. 11th
Alcoa	San Francisco, &c.	Nov. 21st
Ambrisa	Havre, &c.	Nov. 21st
America Maru	San Francisco, &c.	Nov. 14th
Argyll	New York	Oct. 26th
Bayer	Havre, &c.	Nov. 28th
Bengal	Shanghai, &c.	Nov. 8th
Bingo Maru	Manila, &c.	Oct. 28th
Breconshire	Victoria, B.C.	Oct. 29th
Carlisle City	San Diego, &c.	Dec. 31st
Carmarthenshire	San Diego, &c.	Nov. 15th
Changsha	Yokohama & Kobe, &c.	Oct. 27th
China	San Francisco, &c.	Dec. 16th
City of Dublin	Victoria, B.C.	Dec. 30th
Coptic	San Francisco, &c.	Nov. 30th
Diamante	Manila	Oct. 27th
Doric	San Francisco, &c.	Dec. 23rd
Emp. China	Kobe	Oct. 28th
Emp. India	Vancouver, &c.	Oct. 25th
Emp. Japan	San Francisco, &c.	Nov. 22nd
Emp. Korea	San Francisco, &c.	Nov. 20th
Gaelic	San Francisco, &c.	Nov. 30th
Hakima	Swatow, &c.	Oct. 26th
Hakima Maru	Kobe & Yokohama	Oct. 26th
Hakima Maru	Vladivostok, &c.	Oct. 26th
Hector	London	Nov. 14th
Hongkong Maru	San Francisco, &c.	Dec. 9th
Iddu Maru	Victoria, B.C.	Nov. 16th
Jawa	Japan	Nov. 4th
Kagoshima Maru	Bombay, &c.	Oct. 31st
Karlsruhe	Straits, &c.	Jan. 24th
Kawachi Maru	Marselles, &c.	Dec. 13th
König Albert	Straits, &c.	Dec. 10th
Königsberg	Havre, &c.	Dec. 10th
Kwangse	Shanghai	Oct. 26th
Maachon	London	Nov. 28th
Maidrud Maru	Swatow, &c.	Oct. 29th
Milke Maru	Kobe & Yokohama	Oct. 27th
Monmouthshire	Portland, &c.	Dec. 23rd
Nippon Maru	New York	Nov. 15th
Nippon Maru	San Francisco, &c.	Jan. 3rd
Onfion	Marselles, &c.	Oct. 30th
Oldenburg	Straits, &c.	Feb. 21st
Onsang	San Francisco, &c.	Oct. 25th
Orestes	London	Oct. 31st
Parramatta	Europe, &c.	Oct. 28th
Pekin	Shanghai	Oct. 25th
Preussen	Straits, &c.	Jan. 10th
Prinz Heinrich	Straits, &c.	Dec. 27th
Queen Adelaide	Victoria, B.C.	Nov. 18th
Sachsen	Japan	Oct. 28th
Saint Irene	Victoria, B.C.	Feb. 7th
Salvadora	Manila	Dec. 9th
Shanghai	London	Nov. 16th
Sibiria	Havre, &c.	Nov. 19th
St. Mark	New York, &c.	Oct. 26th
Strathgyle	San Diego, &c.	Dec. 15th
Suevia	Havre, &c.	Nov. 12th
Suisang	Singapore, &c.	Oct. 25th
Suisang	Manila	Oct. 30th
Tainan	Sydney, &c.	Oct. 31st
Yawata Maru	Manila, &c.	Oct. 27th

## VESSELS IN PORT.

ANAPA, British steamer, 2,251, G. Williamson,  
23rd Oct.—New Port 9th Sept. Coals—  
Order.  
BRECONSHIRE, British steamer, 2,343, Elliott,  
8th Oct.—Colombo 20th Sept. Ballast—  
Dowdell & Co.  
CHANGSHA, British steamer, 1,463, T. Moore,  
23rd Oct.—Sydney 22nd September, Port  
Darwin 6th Oct. and Manila 21st, General.  
—Butterfield & Swire.  
CHOWPA, British steamer, 1,050, J. Williamson,  
18th Oct.—Bangkok 9th Oct. and Koh-  
si-chang 11th, General.—Butterfield & Swire.

## VESSELS IN PORT.

Mr. J. H. Aitken Mr. Martinie  
Mrs. John Angus Mr. J. Y. Mayston  
Dr. C. Bach Mrs. McCrackin and  
Mr. W. S. Bailey child  
Mr. B. J. Barlow Mr. & Mrs. E. McLeod  
Miss A. Barney Mr. T. S. Meser  
Miss A. Barney Mr. H. Metman  
Mr. F. M. Bartlett Capt. and Mrs. Murphy  
Mr. W. M. Black Mr. K. Nakabayashi  
Mr. and Mrs. A. H. Mr. K. Nakabayashi  
Bottenheim Mr. A. C. Van Nierop  
Vte. J. de Bremond Mr. J. J. O'Neill  
d'Ar's Mr. M. Parfit  
Mr. J. W. Brown Mr. W. Parfit  
Mr. G. Brusse Miss Perrie  
Mr. and Mrs. C. Bu- Mr. J. C. Perry  
chanan Mr. Reeves  
Mr. T. F. Burgdorff Mr. F. Reibero  
Mr. W. R. Burnside Mr. A. Reid  
Mr. J. W. Carlin Mrs. H. Renjes, child  
Mr. A. B. Carter Mrs. H. Renjes, child  
Vte. de Cholet Mr. and Mrs. C. E.  
Dr. and Mrs. F. Clark Richardson  
Mr. and Mrs. M. A. Miss Richardson  
Clark Mr. G. E. Richardson  
Mr. P. C. Denroche Mr. S. J. Robins  
Mr. H. Dunbar Major I. E. Sawyer  
Mr. D. Earnshaw Mr. H. Simmins  
Mr. and Mrs. F. H. Mr. A. Spagnolo  
Eldridge Mr. M. Steger  
Mr. M. Elliott Mr. B. Taylor  
Mr. W. F. Gibson Mrs. C. Thomas  
Mr. and Mrs. Gibson Mrs. W. M. Thornton  
Capt. Goddard Mrs. H. H. Todd and  
Major and Mrs. Griffin family  
Capt. P. Hall Mr. S. Vaughan  
Mr. and Mrs. Harris Capt. R. Unsworth  
Mr. G. Havers Mrs. R. Unsworth  
Mr. & Mrs. Haywood Mr. B. T. Walling  
Mr. H. Heilner Mr. and Mrs. A. W.  
Major and Mrs. Higgs Whitlow  
Mr. T. Howard Mr. and Mrs. Bagnall  
Mr. Magdon Ismail Wild  
Major and Mrs. Jeffreys Mrs. J. Williamson  
Mr. and Mrs. Joseph Miss Wilson  
Mr. E. A. Katsch Mr. J. W. Withington  
Mr. Kinghorn Mr. and Mrs. J. B.  
Mr. J. Kirkwood Worfield  
Mr. Z. Kobayashi Mr. J. Wright  
Mr. E. A. Leggett Mr. W. J. M. de Zuniga  
Mr. L. A. Levy Mr. J. M. de Zuniga  
Mr. G. A. March

## VESSELS IN PORT.

Mr. J. H. Aitken Mr. Martinie  
Mrs. John Angus Mr. J. Y. Mayston  
Dr. C. Bach Mrs. McCrackin and  
Mr. W. S. Bailey child  
Mr. B. J. Barlow Mr. & Mrs. E. McLeod  
Miss A. Barney Mr. T. S. Meser  
Miss A. Barney Mr. H. Metman  
Mr. F. M. Bartlett Capt. and Mrs. Murphy  
Mr. W. M. Black Mr. K. Nakabayashi  
Mr. and Mrs. A. H. Mr. K. Nakabayashi  
Bottenheim Mr. A. C. Van Nierop  
Vte. J. de Bremond Mr. J. J. O'Neill  
d'Ar's Mr. M. Parfit  
Mr. J. W. Brown Mr. W. Parfit  
Mr. G. Brusse Miss Perrie  
Mr. and Mrs. C. Bu- Mr. J. C. Perry  
chanan Mr. Reeves  
Mr. T. F. Burgdorff Mr. F. Reibero  
Mr. W. R. Burnside Mr. A. Reid  
Mr. J. W. Carlin Mrs. H. Renjes, child  
Mr. A. B. Carter Mrs. H. Renjes, child  
Vte. de Cholet Mr. and Mrs. C. E.  
Dr. and Mrs. F. Clark Richardson  
Mr. and Mrs. M. A. Miss Richardson  
Clark Mr. G. E. Richardson  
Mr. P. C. Denroche Mr. S. J. Robins  
Mr. H. Dunbar Major I. E. Sawyer  
Mr. D. Earnshaw Mr. H. Simmins  
Mr. and Mrs. F. H. Mr. A. Spagnolo  
Eldridge Mr. M. Steger  
Mr. M. Elliott Mr. B. Taylor  
Mr. W. F. Gibson Mrs. C. Thomas  
Mr. and Mrs. Gibson Mrs. W. M. Thornton  
Capt. Goddard Mrs. H. H. Todd and  
Major and Mrs. Griffin family  
Capt. P. Hall Mr. S. Vaughan  
Mr. and Mrs. Harris Capt. R. Unsworth  
Mr. G. Havers Mrs. R. Unsworth  
Mr. & Mrs. Haywood Mr. B. T. Walling  
Mr. H. Heilner Mr. and Mrs. A. W.  
Major and Mrs. Higgs Whitlow  
Mr. T. Howard Mr. and Mrs. Bagnall  
Mr. Magdon Ismail Wild  
Major and Mrs. Jeffreys Mrs. J. Williamson  
Mr. and Mrs. Joseph Miss Wilson  
Mr. E. A. Katsch Mr. J. W. Withington  
Mr. Kinghorn Mr. and Mrs. J. B.  
Mr. J. Kirkwood Worfield  
Mr. Z. Kobayashi Mr. J. Wright  
Mr. E. A. Leggett Mr. W. J. M. de Zuniga  
Mr. L. A. Levy Mr. J. M. de Zuniga  
Mr. G. A. March

## VESSELS IN PORT.

Mr. J. H. Aitken Mr. Martinie  
Mrs. John Angus Mr. J. Y. Mayston  
Dr. C. Bach Mrs. McCrackin and  
Mr. W. S. Bailey child  
Mr. B. J. Barlow Mr. & Mrs. E. McLeod  
Miss A. Barney Mr. T. S. Meser  
Miss A. Barney Mr. H. Metman  
Mr. F. M. Bartlett Capt. and Mrs. Murphy  
Mr. W. M. Black Mr. K. Nakabayashi  
Mr. and Mrs. A. H. Mr. K. Nakabayashi  
Bottenheim Mr. A. C. Van Nierop  
Vte. J. de Bremond Mr. J. J. O'Neill  
d'Ar's Mr. M. Parfit  
Mr. J. W. Brown Mr. W. Parfit  
Mr. G. Brusse Miss Perrie  
Mr. and Mrs. C. Bu- Mr. J. C. Perry  
chanan Mr. Reeves  
Mr. T. F. Burgdorff Mr. F. Reibero  
Mr. W. R. Burnside Mr. A. Reid  
Mr. J. W. Carlin Mrs. H. Renjes, child  
Mr. A. B. Carter Mrs. H. Renjes, child  
Vte. de Cholet Mr. and Mrs. C. E.  
Dr. and Mrs. F. Clark Richardson  
Mr. and Mrs. M. A. Miss Richardson  
Clark Mr. G. E. Richardson  
Mr. P. C. Denroche Mr. S. J. Robins  
Mr. H. Dunbar Major I. E. Sawyer  
Mr. D. Earnshaw Mr. H. Simmins  
Mr. and Mrs. F. H. Mr. A. Spagnolo  
Eldridge Mr. M. Steger  
Mr. M. Elliott Mr. B. Taylor  
Mr. W. F. Gibson Mrs. C. Thomas  
Mr. and Mrs. Gibson Mrs. W. M. Thornton  
Capt. Goddard Mrs. H. H. Todd and  
Major and Mrs. Griffin family  
Capt. P. Hall Mr. S. Vaughan  
Mr. and Mrs. Harris Capt. R. Unsworth  
Mr. G. Havers Mrs. R. Unsworth  
Mr. & Mrs. Haywood Mr. B. T. Walling  
Mr. H. Heilner Mr. and Mrs. A. W.  
Major and Mrs. Higgs Whitlow  
Mr. T. Howard Mr. and Mrs. Bagnall  
Mr. Magdon Ismail Wild  
Major and Mrs. Jeffreys Mrs. J. Williamson  
Mr. and Mrs. Joseph Miss Wilson  
Mr. E. A. Katsch Mr. J. W. Withington  
Mr. Kinghorn Mr. and Mrs. J. B.  
Mr. J. Kirkwood Worfield  
Mr. Z. Kobayashi Mr. J. Wright  
Mr. E. A. Leggett Mr. W. J. M. de Zuniga  
Mr. L. A. Levy Mr. J. M. de Zuniga  
Mr. G. A. March

## CHUNSHAN, British steamer, 1,474, E. J. Buller,

## 16th Oct.—Jia 7th Oct. Sugar.—Jardine,

## Matheson &amp; Co.

## CULCOA, American transport, 1,140, Comdr. J.

## W. Carlin, U.S.N., 20th Oct.—Manila 17th

## October.

## DIAMANTE, British steamer, 1,254, G. A.

## Taylor, 23rd Oct.—Manila 20th October,

## General.—Shewan, Tomes &amp; Co.

## DOYO MARU, Japanese steamer, 1,321, K.

## Wokihama, 21st Oct.—Kurun 18th Oct.,

## Coal.—Order.

## EMPRESS OF CHINA, British steamer, 3,003, R.

## Archibald, R.N.R., 4th Oct.—Vancouver,

## B.C. 12th Sept. and Shanghai 1st Oct.,

## Mails and General.—C. P. R. Co.

## EQUATORIA, Belgian ship, 1,246, W. Williams,

## 22nd Oct.—Swatow 21st Oct., Ballast—

## Lauts, Wegener &amp; Co.

## ESMERALDA, British steamer, 966, A. R. W.

## Cobban, 17th Oct.—Manila 14th Oct.,

## Hobbs and Cigars.—Shewan, Tomes &amp; Co.

## HAKUAI MARU, Japanese steamer, 1,419, M.

## Nishimura, 19th Oct.—Swatow 18th Oct.,

## Tea and Brick, &amp;c.—Nippon Yusen Kaisha.

## HOLSTEIN, German steamer, 985, M. Ipland,

## 23rd Oct.—Saigon 18th Oct., Rice.—

## Jebben &amp; Co.

## LEOZPI, Spanish steamer, 586, Antonio

## Tribar, 20th Oct.—Manila 17th October,

## Leather.—Order.

## MACHEW, British steamer, 995, J. E. Farrell,

## 18th Oct.—Siam 11th October, Rice.—

## Butterfield &amp; Swire.

## MAUSANG, British steamer, 1,643, J. Kynock,

## 21st Oct.—Sandakan 15th Oct., Timber.

## Jardine, Matheson &amp; Co.

## MONGKUT, British steamer, 859, N. G. Majer,

## 14th Oct.—Koh-si-chang 2nd Oct., Rice.—

## Yuen Fat Hong.

## ON SANG, British steamer, 1,787, J. Young,

## 7th Oct.—Saigon 1st Oct., Rice and Rice-

## Flour.—Jardine, Matheson &amp; Co.

## PEKIN, British steamer, 2,522, W. Hayward,

## R.N.R., 22nd Oct.—Singapore 15th Oct.,

## General.—P. &amp; O. S. N. Co.

## PETRARCH, German steamer, 1,252, Necker,

## 8th Oct.—Samarang 22nd Sept., and

## Labuan 30th, General.—Lauts, Wegener &amp;

## Jebben &amp; Co.

## PHRA CHOM KHAO, British steamer, 1,011, J.

## Fowler, 19th Oct.—Bangkok 10th Oct.,

## and Koh-si-chang 12th, Rice and General.

## Yuen Fat Hong.

## SABINE RICKMERS, British steamer, 690, J. R.

## Nash, R.N.R., 18th Oct.—Shanghai 15th

## Oct., Ballast, Karberg &amp; Co.

## SAINT JEROME, British steamer, 1,845, P. T.

## Reid, 21st Oct.—Muroran 11